

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

25X1

COUNTRY USSR (Latvian SSR)

REPORT

SUBJECT Miscellaneous Information on Riga

DATE DISTR. 25 September 1958

NO. PAGES 2

REFERENCES

25X1

DATE OF INFO.

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

A 34-page report on Riga /N 56-57, E 24-05/ (including a sketch)

25X1

The report contains information on bridges, the new thermal electric power plant, and the VEF works. It was rumored [1957] that the name of the VEF had been replaced by a numerical designation. part of the plant's production was for military use. The annotated sketch gives locations of the following (numbers are keyed to sketch):

- 1-3 - Bridges
- 4 - VEF Plant
- 5 - Bicycle Plant
- 6 - Tricot Textile Plant
- 7 - New thermal electric power plant
- 8 - Radio station
- 8b,c - Atomic shelters [See sketch on page 2]
- 9 - Residential section called VEF
- 10 - Popov Radio Manufacturing Plant
- 11 - New naval work area
- 12 - Radio broadcasting center
- 13 - Old civilian airport
- 14 - Frunze Academy
- 15 - Barracks for artillery, armored, and infantry units
- 16 - Military Repair Shop
- 17 - Baltic Military District Headquarters
- 18 - KGB headquarters for Latvia
- 19 - Latvian Council of Ministers
- 20 - Seat of Rayon Communist Party
- 21 - City jail
- 22 - Area of gas plant and main prison
- 23 - Railroad Car Manufacturing and Repair Plant

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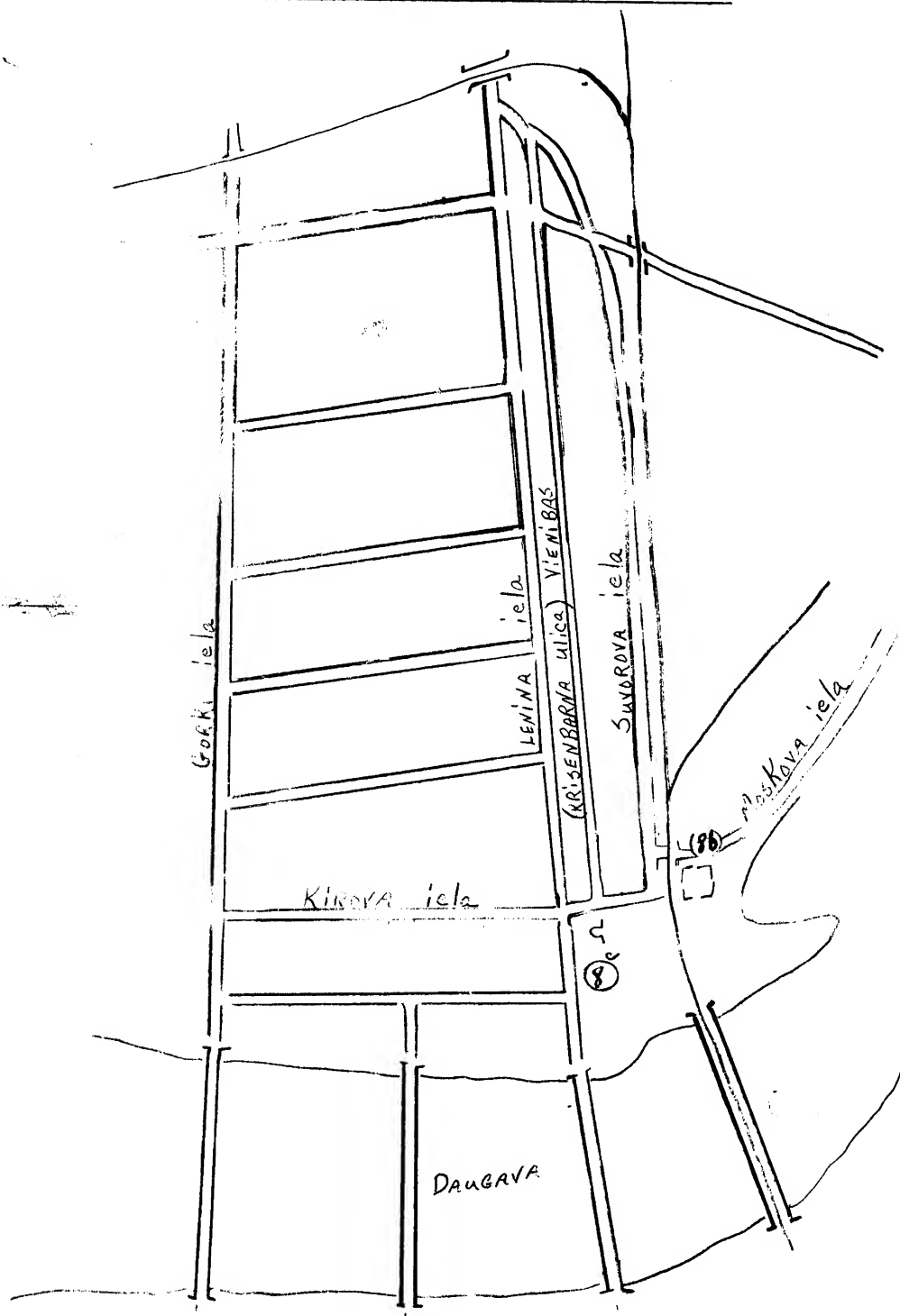
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INFORMATION REPORT INFORMATION REPORT

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Sketch Indicating Locations of Atomic Shelters



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S-E-C-R-E-T

ARMY

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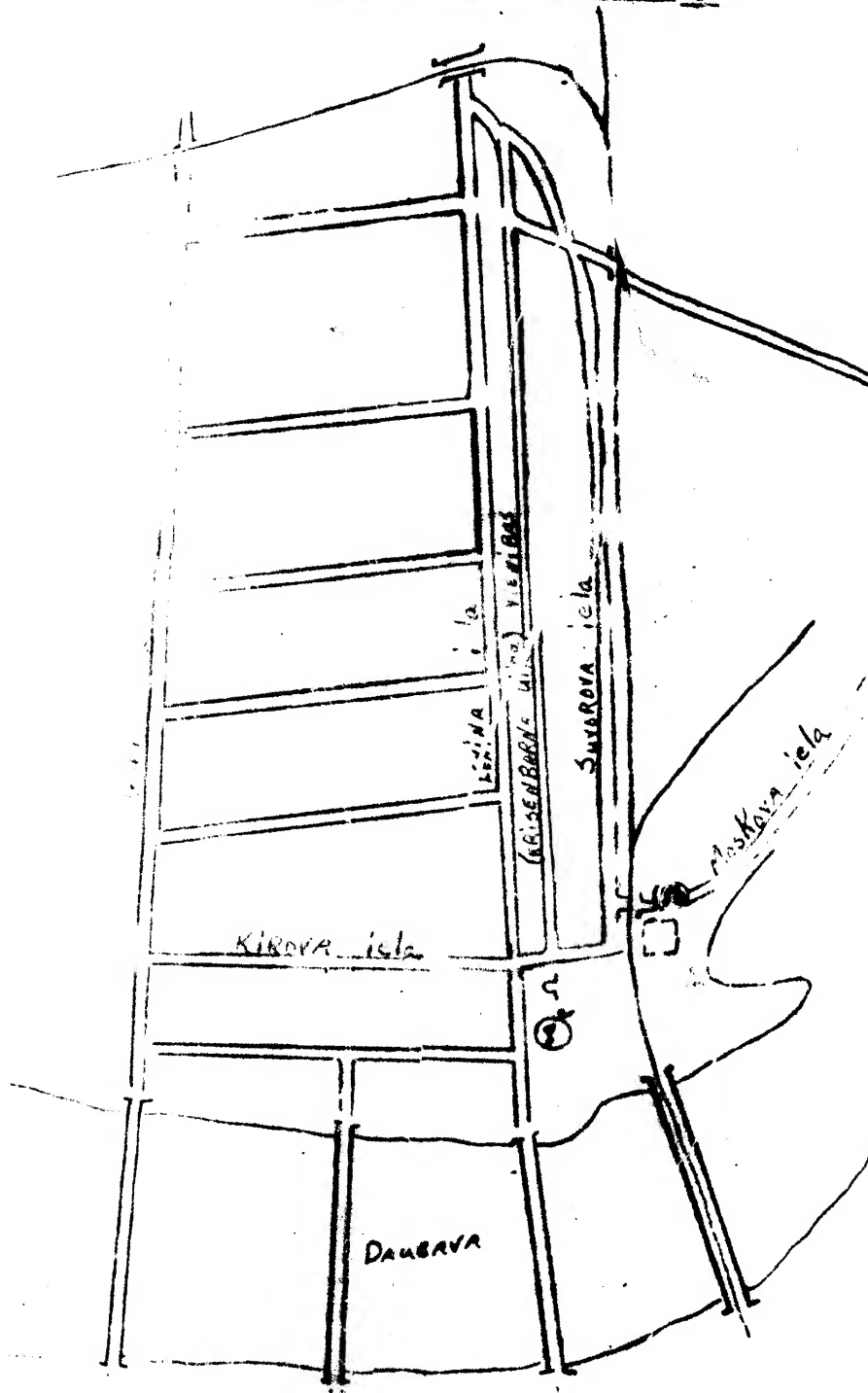
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INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

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Sketch Indicating Locations of Atomic Shelters



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S-E-C-R-E-T

SECRET

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[redacted]
[redacted] Gas Plant in Riga

Attachment [redacted]

25X1

[redacted] subject installation is located near the main prison, which is in the area marked No. 22 on attached sketch No. 1.

7. New Thermal-Electric Power Plant in Riga

(May 1957)

General Remarks

This is a new thermal-electric power plant which began operations in early 1957. It was built by labor battalions. It is one of the largest installations of its kind in Latvia. It was said that it was in a position to do the following:

1. Export current to Estonia.
2. Supply Riga with hot-water heating.
3. Supply current to all plants in Latvia, including those in Riga.

Location

The plant is located in the area marked No. 7 on attached sketch No. 1.

Characteristics

[redacted] the characteristics of subject plant, as follows (the letters of the alphabet below correspond to those appearing on attached sketch No. 1):

- a. Machine building, about 70 x 50 meters in size, containing generators and dynamos.
- b. Four buildings, about 20 x 20 meters in size, each containing one boiler.
- c. Brick smokestack, about 50 meters high.
- d. Pipes for drawing water from Kis Lake.
- e. Railroad spur.

In addition, subject installation has underground fuel storage facilities, conveyor belts, a fuel [peat] pulverization installation, and a transformer station.

Workers' houses are located nearby.

- 10 -
SECRET

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A. MILITARY GROUND FORCES

25X1

Targets in Riga

(May 1957)

Attachment

Baltic Military District Headquarters

Housed in a gray 6-story building, located in the area marked No. 17 on attached sketch No. 1.

Commanding officer: a [field] marshal of Ukrainian origin, who reported to this post recently. [possibly General ~~ghe~~ Army Aleksandr Vasilovich GORBATOV]

Territorial jurisdiction: subject headquarters has jurisdiction over Estonia, Latvia, and Lithuania as far as Kaliningrad.

Atomic shelters: an atomic shelter has been dug in the building's immediate vicinity.

MGB General Headquarters for Latvia

Housed in a gray 7-story building, located in the area marked No. 18 on attached sketch No. 1.

Commanding officer: a general.

In the basement of this building there are prison cells whose doors are said to ^{be} electrically operated.

Barracks

[redacted] barracks are located in the general area marked No. 15 on attached sketch No. 1. These barracks ^{house} ~~house~~ artillery, armored force, and infantry units. These latter units are fewer in number.

Atomic Shelters

Atomic shelters have been established near the headquarters of the Baltic Military District and near the railroad station (in the area marked 8b on attached sketch No. 1)

Another such shelter was under construction in the area marked 8c on attached sketch No. 1, directly across from the building of the Latvian Council of Ministries (No. 19 on the sketch).

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Military Shop for Miscellaneous Repairs

Attachment

This shop is located in the general area of the abovementioned barracks and is marked No. 16 on attached sketch No. 1. The shop repairs clothing, footwear, field kitchens, motor vehicles, and armored vehicles.

Commanding officer: a major, assisted by other military personnel.

Number of workers employed: about 2,000.

Radio Broadcasting Center

Housed in the building of the television station inaugurated in 1956, and located in the area marked No. 12 on attached sketch No. 1.

"Frunze" Academy for Engineer-Technical Service Officers and Military Citadel

Located in the area marked as No. 14 on attached sketch No. 1.

[redacted] there is a school for Engineer-Technical Corps career officers.

25X1

Students are admitted to the academy after completing the 10 years of compulsory schooling. The courses at the academy last 4-5 years, and graduating officers also receive engineering degrees.

This same school also gives technical courses attended by Air Force officers, including pilots, apparently to become familiarized with engines, aircraft parts, etc.

B. TRANSPORTATION

1. Railroad Tunnel Under Construction Under Khibiny Mountains

(1955)

General Remarks

Construction of this tunnel was started in 1955 and was scheduled for completion in 1960.

Purpose of Project

The purpose of the tunnel is to connect Kirovsk with the Murmansk railroad line without passing through Apatity, thus transporting more rapidly, by railroad, fertilizing ore (apatite) to the port of Murmansk.

- 3 -

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Description

Attachment

[redacted] the tunnel is to be 40 (?) kilometers long;
it is believed, however, that this figure refers to the over-all length of
the link between Kirovsk and the Murmansk railroad line.

25X1

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Number of Workers Employed

About 50,000, all convicts.

Other Data

Apatity, a well-known apatite mining center, is being expanded.

It was rumored locally that the city would soon change its name. [redacted]

[redacted] technicians are said to be working at Apatity in the extraction and
marketing of apatite.

25X1

The city of Kirovsk is inhabited for the most part by exiles, who have
been there since 1927 and have established domicile there.

2. Bridges Spanning Daugava River at Riga

(May 1957)

General Remarks

The Daugava River at Riga is spanned by three road bridges and one rail-
road bridge. Of the three road bridges, two are temporary, while the third,
permanent in nature, was still under construction, though nearly completed,
in May 1957.

(For the location of these bridges, see attached sketch No. 1, on which
the four bridges are identified numerically, from one to 3a, in the order in
which they are listed below.)

Wood Road Bridge

All-wood.

Built after the war.

Designed by a woman engineer, who received a 100,000-ruble prize for
this.

Temporary.

- 4 -

SECRET

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[redacted] *Attachment* [redacted]
Street car lines 1, 2, 4 and 8, which formerly passed over this bridge,
no longer do so because the bridge is considered old.

Length: about 400 (?) meters.

Width: about 40 (?) meters.

Sidewalks, each about 1.50 meters wide.

Pontoon Road Bridge

Built about 1948.

Located at the site of a prewar regular bridge [redacted]
[redacted]

25X1

Length: about 400 (?) meters.

Width: about 40 (?) meters.

Wooden roadway.

Supported by about 30 pontoons with steel hulls and wooden decks, about 50 (?) meters long and about 10 meters wide; the pontoons are placed at intervals of about 4 meters.

Street carlines 1, 2, 4 and 8, which formerly ran on the wooden bridge described above, now run on this bridge; there is a double track for street cars.

Street cars and motor vehicles are forbidden to stop on the bridge.

This bridge is to be eliminated upon completion of the bridge described immediately below.

New Masonry Road Bridge

In May 1957, only the finishing touches remained to be added before completion of this bridge; it was already open to pedestrian traffic.

Construction began in 1956 and was to be completed in time for the 1958 anniversary of the October Revolution.

Made of reinforced concrete [sic].

Length: about 300 meters.

Width: about 60 meters.

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[redacted] *Attachment* [redacted]
Street car lines 1, 2, 4 and 8, which now run on the pontoon bridge
described above, will eventually run on this bridge; there will be a double
track.

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The roadway is supported by the following: (a) 7 pairs of elliptical concrete piers, in water, each about 2.50 meters wide, covered with cut stone, and equipped with three icebreaker "spurs"; (b) 2 monolithic piers resting on the dry bed; and (c) 2 auxiliary piers located between the two above-mentioned piers and the abutments of the bridge. The piers rest on stone foundations.

Above the roadway are three large reinforcement arches made of steel trellis.

The bridge has steel rail^{ings.}~~ings.~~

The surface is in concrete.

The sidewalks are each about 3 meters wide.

The river banks in the bridge area are concrete scarps.

Distance between the water level and the roadway: at low water, about 5 meters; at high water, about 4 meters.

[A sketch of this bridge appears on page 11 of the original document,

25X1

[redacted]
New Railroad Bridge

Built in 1953 on the site of an old bridge which had been destroyed, subject bridge is in all things analogous to the bridge described immediately above. The railroad line running on it is double-tracked.

3. Railroad Stations in Riga

(May 1957)

Central Passenger Station

Located in the area marked No. 8 in attached sketch No. 1. Its peculiarity consists in not having its tracks on the same level as the terminal. In fact, one group of 4 tracks, called "city station," is located "below" and is for trains running to and from Leningrad and Moscow. Another group of 4 tracks,

- 6 -

SECRET

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Attachment
 called "peripheral station," is located on a higher level and is for trains to and from Sloka and Yelava. The Riga-Sloka section was electrified about 1955 and, according to existing plans, is to be electrified at the earliest possible time as far as Tukums.

The station has no underpasses.

Plans exist to expand the station, but since there is no additional space available above ground, it is said that an underground station will be built.

Excavation work has been carried out in the area marked 8b on attached sketch No. 1 for the purpose of building an atomic shelter. }

Freight Station

Located in the area marked 8a on attached sketch No. 1.

C. INDUSTRY

1. Plant Producing Radios and Other Electrical Appliances in Riga

(May 1957)

Name

VEF (already known); it was being said that the name of subject plant had been replaced by a numerical designation.

Location

Subject plant is located on Lenina street, just beyond the railroad underpass. (See No. 4 on attached sketch No. 1.)

Characteristics

The plant is described as huge; it consists of about 30 buildings and is undergoing constant expansion.

Jurisdiction

The plant is directly under the jurisdiction of the Ministry of Heavy Industry (?) in Moscow.

Manager

Member of the Soviet Presidium Politically fanatic and heartless; in 1957, he asked the court ^{to} severely punish his son, who had been charged with robbery. The young man was sentenced to 25 years in prison.

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Chief Engineer

Unidentified: *Attachment* he is an "inventor" in the radio engineering field and he was dismissed and imprisoned because radio sets which were ready for export were found to be defective.

Production

The plant produces the following items:

Radios and radiophonographs of the following brands: Akord, Volga, Baltica, Riga, and one unidentified brand.

Riga brand television sets.

Record players.

Auto radios.

Telephones.

Electric lamps.

Radar antennas and perhaps also complete radar units.

Neon light tubes.

Unspecified optical apparatus.

Part of the plant's production is for military use.

25X1

the plant produces about 1500 radio sets per 24 hour period.

Subject plant's products are for the domestic market and for export, mostly to [Communist] China and [North] Korea.

Workers

The plant employs over 10,000 workers, divided into three shifts. Their number is constantly on the increase, so much so that there is a worker residential section in the city called VEF, including a workers village of subject plant, located towards Kis Lake, in the area marked No. 9 in attached sketch No. 1.

Workers Morale and Strikes

The morale of the workers is low because of the low pay they receive.

In early 1957, there was a 4-hour strike in support of demands for a pay increase. The strike was spearheaded by the mechanics department. There were arrests, transfers, etc., but work was soon resumed and nothing was obtained.

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2. "Popov" Radio Manufacturing Plant in Riga

(May 1957)

*Attachment*Location

In the area marked No. 10 on attached sketch No. 1. This is a prewar plant, consisting of three buildings which produced radios also before the war.

Production

"Small" radio receiving and transmitting sets for the armed forces.

Radio receiving sets for civilian use. Radio tubes.

Workers

The plant employs about 2,000 workers, all civilians, divided into three shifts.

3. Bicycle Plant in Riga

(May 1957)

This plant, located in the area marked No. 5 on attached sketch No. 1, consists of 6 closed sheds. It produced unknown brands of bicycles and employs about 3,000 workers in three shifts.

4. Tricot Textile Plant in Riga

(May 1957)

Located in the area marked No. 6 on attached sketch No. 1; consists of 4 buildings.

5. Railroad Car Manufacturing and
Repair Plant in Riga

(May 1957)

Built in 1955-1956 and consisting of 4 "large" buildings, subject installation is located in the area marked No. 23 on attached sketch No. 1. It has a railroad stock depot and engages in the production of railroad cars and the repairing of railroad stock in general.

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SECRET

SECRETBoilers and Turbines

25X1

There are 4 boilers.

Attachment
a single one of these

boilers was the equivalent of a thermal-electric power plant sufficient for an entire city.

The number of turbines is not known.

Fuel Used

Top-grade peat, mined from a deposit located about 30 kilometers from Riga, in an unspecified direction. This deposit is sufficient to supply the plant's needs for 50 years.

The amount of peat used by subject plant at present amounts to 16 rail-road carloads per 24-hour period. [] each carload weighs about 4-tons. 25X1

Number of Workers

About 3,000, divided into three shifts. The workers, most of whom are employed in the maintenance of the plant, are also employed in the maintenance and installation of the power lines in the area. This accounts for their large number.

D. AVIATION**1. New Armed Military Airfield**in Riga Area

(May 1957)

25X1

[] a new armed military airfield is located in a wooded area about 20 kilometers southeast of the city, along the highway leading to Moscow. The airfield reportedly has a concrete runway.

2. Military and Civilian Airfield at Murmansk

25X1

(1955)

[] an airfield, built after the war, is located about 3 kilometers north of the city, and that it is a military airfield open to civilian traffic. [] this airfield is the terminus of the Murmansk-Moscow civil air line. 25X1

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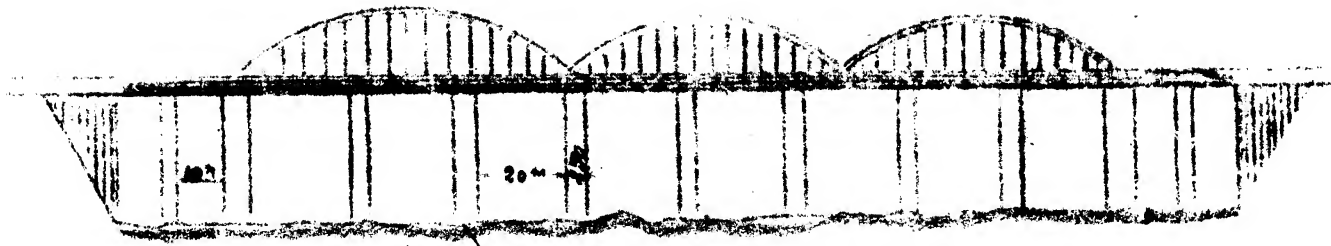
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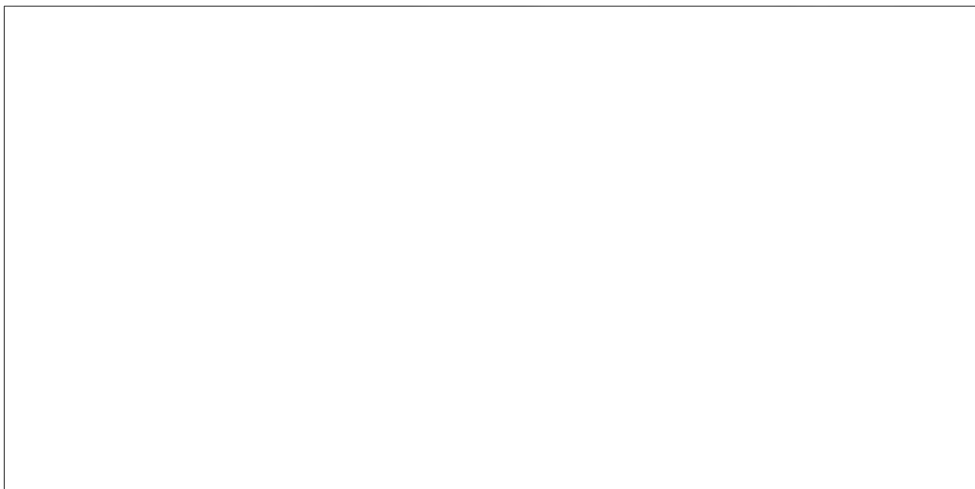
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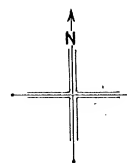
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